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I Claim:

1. A lock latching mechanism, said lock latching mechanism comprising:

(a) an unlocking cam;

5 (b) a lock latch lever engageable with said unlocking cam;

(c) a reset lever assembly having a mounting portion and a reset lever pivotably attached to said mounting portion, said reset lever assembly engageable with said lock latch lever for disengaging said lock latch lever from said unlock cam, said reset
10 lever assembly enabling rotation of said unlocking cam into a locking position;

(d) a first spring biasing means engaging said lock latch lever for biasing said lock latch lever into engagement with said unlock cam; and

15 (e) a second spring biasing means engaging said reset lever assembly for biasing said reset lever into engagement with said lock latch lever assembly in said locking position.

2. A lock latch mechanism, according to claim 1, wherein said
20 unlocking cam includes:

(a) a first surface portion;

(b) a cavity disposed within said first surface portion for mounting to a lock shaft;

(c) a second surface portion disposed substantially
25 perpendicular to said first surface portion; and

(d) a third surface portion disposed perpendicular to said second surface portion engageable with said cavity at one end.

3. A lock latch mechanism, according to claim 1, wherein said
5 lock latch lever includes:

(a) a first surface portion;

(b) a second surface portion disposed substantially concentric to said first surface portion;

(c) a detent portion disposed substantially perpendicular to
10 said first surface portion; and

(d) a reset portion disposed substantially perpendicular to said first surface portion and opposite said detent portion.

4. A lock latch mechanism, according to claim 1, wherein said
15 first spring biasing means is a coiled torsion spring.

5. A lock latch mechanism, according to claim 4, wherein said coil torsion spring has a predetermined length to apply a predetermined force to a detent portion for ensuring substantial
20 engagement with said unlocking cam during an unlocking motion.

6. A lock latch mechanism, according to claim 1, wherein said second spring biasing means is a coiled torsion spring.

7. A lock latch mechanism, according to claim 6, wherein said coil torsion spring has a predetermined length to apply a predetermined force to said reset portion for disengagement of a detent portion during a locking motion.

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8. A lock latch mechanism, according to claim 1, wherein said unlocking cam is manufactured from a self-lubricating polymer material.

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9. A lock latch mechanism, according to claim 3, wherein said detent portion disposed within said lock latch substantially engages a cavity disposed within said unlocking cam for maintaining said unlocking cam in an unlock position.

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10. A lock latch mechanism, according to claim 3, wherein said lock latch mechanism further includes a release lever engageable with said reset portion disposed within said lock latch lever for moving said unlocking cam from an unlock position into such locking position.

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11. A locking device disposed within a door operator of a passenger transit vehicle door system for locking a door hanger of such transit vehicle door system in a fully locked position, said door hanger attached to a door of such transit vehicle, said
25 locking device further unlocking at least one door hanger of such

transit vehicle door system from said fully locked position, said locking device comprising:

(a) a lock bar disposed within said door hanger; said lock bar having at least one locking cavity;

5 (b) a lock shaft disposed within said locking device;

(c) a lock actuator rotatably attached to said lock shaft for enabling rotation of said lock shaft;

(d) a lock lever attached to said lock shaft for engagement with said locking cavity for maintaining said door hanger in a
10 fully locked position, said lock lever movable into an unlock position enabled by said lock actuator;

(e) a lock latch mechanism disposed within a door lock mechanism of a passenger transit door system for maintaining an unlocking lever in an unlock position; and

15 (f) a manual release lever connected to said lock shaft for rotating said lock shaft into an unlock position upon manual actuation, said manual release lever further rotating said lock lever from such lock position into such unlock position.

20 12. A locking device, according to claim 11, wherein said lock latch mechanism enables removal of power from said lock actuator upon rotation of said lock lever from such lock position into such unlock position.

13. A locking device, according to claim 11, wherein said lock latch mechanism enables removal of power from said lock actuator prior to enabling a prime mover disposed within said door operator for opening a first door attached to said door hanger.

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14. A locking device, according to claim 11, wherein said lock lever is mounted about said lock shaft so that gravity tends to move it into such locking position.

10 15. A locking device, according to claim 11, wherein said actuator is a solenoid.

15 16. A locking device, according to claim 15, wherein said solenoid is a non-continuous duty type providing more power to move said lock lever from such lock position into such unlock position.

17. A locking device, according to claim 11, wherein said actuator is a pneumatic cylinder.

20 18. A locking device, according to claim 11, wherein said actuator is a hydraulic cylinder.

25 19. A locking device disposed within a door operator of a passenger transit vehicle door system for locking a first door hanger of such transit vehicle door system in a fully locked

position, said first door hanger attached to a first door of such transit vehicle, said locking device further locking a second door hanger of such transit vehicle door system in a fully locked position, said second door hanger attached to a second door of such transit vehicle, said locking device further for unlocking said first door hanger and said second door hanger of such transit vehicle door system from said fully locked position, said locking device comprising:

(a) a lock shaft disposed within said locking device;

10 (b) a lock lever pivotably attached to said lock shaft;

(c) a first lock bar disposed within said door hanger, said first lock bar having a cavity for engagement with said lock lever;

(d) a second lock bar disposed within said door hanger, said second lock bar having a cavity for engagement with said lock lever;

15 (e) a lock actuator pivotably attached to said lock shaft for enabling said lock lever to move from such locking position to such unlocking position;

(f) a lock latch mechanism disposed within said locking device of a passenger transit door system for maintaining an unlock lever in such unlock position; and

(g) a manual release lever connected to said lock shaft for rotating said lock shaft into an unlock position upon manual actuation and for rotating said lock lever from such lock position into such unlock position.